US 13 BUSINESS IS ASSUMED TO RUN IN A NORTH-SOUTH DIRECTION

1 EXISTING SIGNALS TO BE REMOVED

1,2,5,6 7,8,9 — 12"; 3 — 12"/8"; 4 — 12"

EXISTING SIGNS TO REMAIN

13,13a,15,15a

Naylor Street

DUAL FACED

1 PROPOSED LED SIGNALS

10,11 — 16" LED COUNTDOWN PEDESTRIAN SIGNAL

1,2,5,6 7,8,9 — 12"; 3 — 12"/8"; 4 — 12"

EXISTING VIDEO DETECTION CAMERA

a,b,c

EXISTING OPTICOM

aa,bb,cc

PROPOSED ACCESSIBLE PUSHBUTTON AND SIGN

12, 14 — R10-3(1) (9"x15")

PROPOSED SIGNS

16 — SOUTH BUSINESS 13 — SHIELD ASSEMBLY (24"x51")

17 — NORTH BUSINESS 13 — SHIELD ASSEMBLY (36"x75")

18 — NORTH BUSINESS 13 — SHIELD ASSEMBLY (24"x51")

19 — SOUTH BUSINESS 13 — SHIELD ASSEMBLY (36"x75")

NEMA PHASING

Ø2, Ø4, Ø5, Ø6, Ø8, Ø4 & Ø8 ALT.

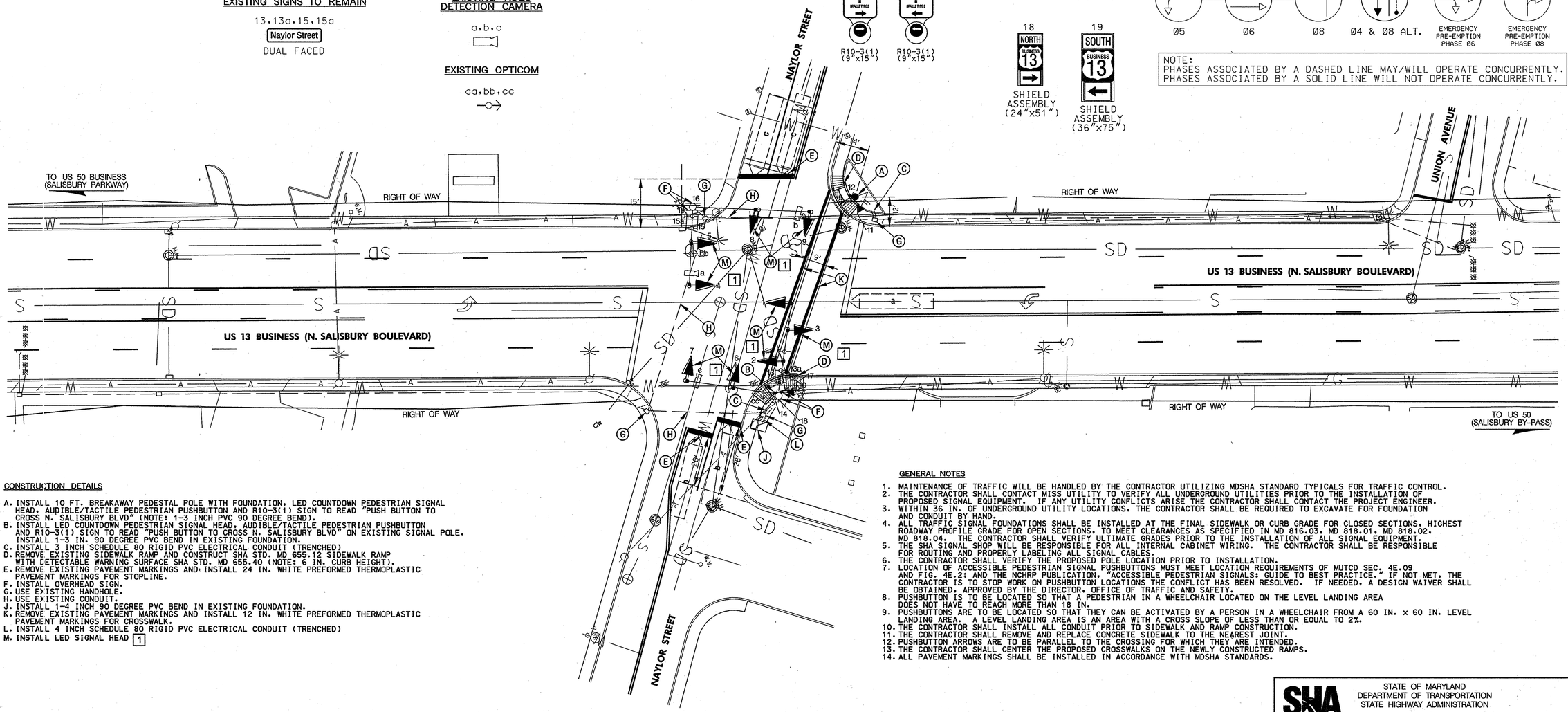
FLASHING OPERATION

EMERGENCY PRE-EMPTION PHASE Ø2

EMERGENCY PRE-EMPTION PHASE Ø6

EMERGENCY PRE-EMPTION PHASE Ø8

NOTE:
PHASES ASSOCIATED BY A DASHED LINE MAY/WILL OPERATE CONCURRENTLY.
PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.



CONSTRUCTION DETAILS

A. INSTALL 10 FT. BREAKAWAY PEDESTAL POLE WITH FOUNDATION, LED COUNTDOWN PEDESTRIAN SIGNAL HEAD, AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON AND R10-3(1) SIGN TO READ "PUSH BUTTON TO CROSS N. SALISBURY BLVD" (NOTE: 1-3 INCH PVC 90 DEGREE BEND).
B. INSTALL LED COUNTDOWN PEDESTRIAN SIGNAL HEAD, AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON AND R10-3(1) SIGN TO READ "PUSH BUTTON TO CROSS N. SALISBURY BLVD" ON EXISTING SIGNAL POLE. INSTALL 1-3 IN. 90 DEGREE PVC BEND IN EXISTING FOUNDATION.
C. INSTALL 3 INCH SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT (TRENCHED)
D. REMOVE EXISTING SIDEWALK RAMP AND CONSTRUCT SHA STD. MD 655.12 SIDEWALK RAMP WITH DETECTABLE WARNING SURFACE SHA STD. MD 655.40 (NOTE: 6 IN. CURB HEIGHT).
E. REMOVE EXISTING PAVEMENT MARKINGS AND INSTALL 24 IN. WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKINGS FOR STOPLINE.
F. INSTALL OVERHEAD SIGN.
G. USE EXISTING HANDHOLE.
H. USE EXISTING CONDUIT.
J. INSTALL 1-4 INCH 90 DEGREE PVC BEND IN EXISTING FOUNDATION.
K. REMOVE EXISTING PAVEMENT MARKINGS AND INSTALL 12 IN. WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKINGS FOR CROSSWALK.
L. INSTALL 4 INCH SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT (TRENCHED)
M. INSTALL LED SIGNAL HEAD 1

GENERAL NOTES

1. MAINTENANCE OF TRAFFIC WILL BE HANDLED BY THE CONTRACTOR UTILIZING MDSHA STANDARD TYPICALS FOR TRAFFIC CONTROL.
2. THE CONTRACTOR SHALL CONTACT MISS UTILITY TO VERIFY ALL UNDERGROUND UTILITIES PRIOR TO THE INSTALLATION OF PROPOSED SIGNAL EQUIPMENT. IF ANY UTILITY CONFLICTS ARISE THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER.
3. WITHIN 36 IN. OF UNDERGROUND UTILITY LOCATIONS, THE CONTRACTOR SHALL BE REQUIRED TO EXCAVATE FOR FOUNDATION AND CONDUIT BY HAND.
4. ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS, HIGHEST ROADWAY PROFILE GRADE FOR OPEN SECTIONS, TO MEET CLEARANCES AS SPECIFIED IN MD 816.03, MD 818.01, MD 818.02, MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
5. THE SHA SIGNAL SHOP WILL BE RESPONSIBLE FOR ALL INTERNAL CABINET WIRING. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ROUTING AND PROPERLY LABELING ALL SIGNAL CABLES.
6. THE CONTRACTOR SHALL VERIFY THE PROPOSED POLE LOCATION PRIOR TO INSTALLATION.
7. LOCATION OF ACCESSIBLE PEDESTRIAN SIGNAL PUSHBUTTONS MUST MEET LOCATION REQUIREMENTS OF MUTCD SEC. 4E.09 AND FIG. 4E.2; AND THE NCHRP PUBLICATION, "ACCESSIBLE PEDESTRIAN SIGNALS: GUIDE TO BEST PRACTICE." IF NOT MET, THE CONTRACTOR IS TO STOP WORK ON PUSHBUTTON LOCATIONS THE CONFLICT HAS BEEN RESOLVED. IF NEEDED, A DESIGN WAIVER SHALL BE OBTAINED, APPROVED BY THE DIRECTOR, OFFICE OF TRAFFIC AND SAFETY.
8. PUSHBUTTON IS TO BE LOCATED SO THAT A PEDESTRIAN IN A WHEELCHAIR LOCATED ON THE LEVEL LANDING AREA DOES NOT HAVE TO REACH MORE THAN 18 IN.
9. PUSHBUTTONS ARE TO BE LOCATED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR FROM A 60 IN. x 60 IN. LEVEL LANDING AREA. A LEVEL LANDING AREA IS AN AREA WITH A CROSS SLOPE OF LESS THAN OR EQUAL TO 2%.
10. THE CONTRACTOR SHALL INSTALL ALL CONDUIT PRIOR TO SIDEWALK AND RAMP CONSTRUCTION.
11. THE CONTRACTOR SHALL REMOVE AND REPLACE CONCRETE SIDEWALK TO THE NEAREST JOINT.
12. PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
13. THE CONTRACTOR SHALL CENTER THE PROPOSED CROSSWALKS ON THE NEWLY CONSTRUCTED RAMPS.
14. ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH MDSHA STANDARDS.

STV Incorporated
engineers /architects /planners /construction managers
7125 Ambassador Road Baltimore, MD 21244-2722 (410) 944-9112

BY: wstroud

UTILITY LEGEND

E — E	ELECTRIC CABLES	SD — SD	STORM DRAIN
A — A	AERIAL CABLES	G — G	GAS MAIN
T — T	TELEPHONE CABLES	W — W	WATER MAIN
F — F	FIBER-OPTIC	S — S	SEWER MAIN

1 TEDD RED LINE #1 - UPGRADE TO LED SIGNALS - 3/2008 — 4/4/2008

APPROVALS: TEAM LEADER; ASST. DIV. CHIEF; DIVISION CHIEF; OFFICE DIRECTOR — ORIGINAL ON FILE

REVISIONS

(E) INSTALL APS AND CPS ON THE NORTH LEG — 12/08 — SHA XX3405185 — STV / VGM

D REPLACE SIGNAL HEADS WITH BLACK FACED — 04/2004 — SHA NO. XX0065185 — MO | WM | MAR | DAZ | | BRK

C. REMOVE PRESSENCE DETECTION AND INSTALL VIDEO DETECTION — 03-03-04 — SHA NO. W5161A21 — SWA | MAR | DAZ | | BRK

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION

US 13 BUSINESS (N. SALISBURY BOULEVARD)

AT NAYLOR STREET

SIGNALIZATION PLAN SHEET

SCALE 1"=20' ADVERTISED DATE 1-8-1984 CONTRACT NO. WI-633-502-185

DESIGNED BY N/A — COUNTY WICOMICO
DRAWN BY G. HALLAMEVER — LOGMILE 22B01306.25
CHECKED BY DENNIS DODA JR. — TIMS NO. 1457
F.A.P. NO. SEE TITLE SHEET — TOD NO.

TS NO. 1945 E | DRAWING SG-01 OF 02 | SHEET NO. 1 OF 2

PLOTTED: Thursday, March 27, 2008 AT 11:20 AM
FILE: J:\DATA\1457\Redline #1\pSG-P000_us13_naylor.dgn